





## COMMENT

### Mackerel peace bid

FROM THE mackerel fishing off Devon and Cornwall last winter, a big lesson was learned. Although the stocks are vast, the capability of the market to absorb this fish is limited.

This was what was at the bottom of the row between the local fishermen and the visiting Scottish boats. As the market became oversupplied with fish from high capacity vessels, so the prices dropped and consequently nobody earned a good living.

With the Scottish purse seine fleet being restricted by herring quotas, there is again the threat of an invasion from the North. And on Humber, trawler owners with ships displaced from Iceland look like diverting some of their effort to the south-west.

This problem with the mackerel is now going to be a test of the unity for the Producer Organisations. From the meeting called this week, it seems that the Ministry is throwing the responsibility for regulation of the mackerel fishery onto the PO's.

One sound suggestion to come out of the meeting in London, was that a committee of PO's be set up to deal with the mackerel problem. Such a move could stimulate the PO's to work together on a basis even wider than the mackerel problem. This would give fishermen a more uniformed voice on how their industry should be run.

So far, efforts to weld together inshore producer interests seems to have failed. The Association of Inshore Producer Organisations announced last February, appears to have been more of an idea than a reality.

## fishing news

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### 'Gleaner' heads for Cornish scrapyard

ONE OF Fleetwood's biggest side trawlers, the 161ft. Wyre Gleaner, left port last week bound for a scrapyard at St Ives, Cornwall.

She was manned by a Cornish crew and sailed under her own power.

Wyre Gleaner was built at Haverley in 1953 as Princess Anne for Boston Deep Sea Fisheries Ltd. She later sailed from Boulogne, France, under the name St Just II.

In 1968 she was bought by Wyre Trawlers which renamed her Wyre Gleaner.

She was one of three similar vessels purchased by the company at that time, the others being Wyre Captain and Wyre Corsair. The former vessel has gone to the scrapyard leaving only Wyre Corsair.

In addition to problems stemming from the Oslo agreement with Iceland, both vessels were also hit by the Department of Trade regulations which would have entailed expensive surveys.

## ICELAND DEAL CUTS FLEET IN HALF

GRIMSBY'S distant water fleet fishing off Iceland has been cut in half since the cod war settlement was signed in Oslo two months ago. Due to the allocation of daily fishing time, there are now only 20 local vessels working the Icelandic grounds.

When the 1973 interim agreement expired last November, the port's three deep water owners — BUT, Consolidated Fisheries and Boston Deep Sea Fisheries — had licences to operate 40 trawlers (and worked five without). They were able to fish Iceland in the free-for-all period which followed up to the Oslo agreement.

The company which has come off worst is Boston Deep Sea Fisheries. Its five largest motor trawlers, Boston Boeig, Boston Comanche, Boston Concord, Prince Charles and William Wilberforce were all laid up and the firm was able to work only Boston Kestrel, Boston Phoenix, Balaam, Prince Philip and Volera in Iceland.

In addition, it has put the stern wet fisher Boston Halifax, not even a year old, onto the middle water grounds.

The firm cannot work the vessels tied up at Grimsby because the only really suitable grounds, off the Norway coast, are subject to cod quotas and must be saved for the firm's freezer.

Similar problems have hit BUT. From 21 vessels capable of fishing Iceland at the beginning of the year (plus Ross Kandahar and Locarno laid up with mechanical problems) its fleet of Icelandic vessels has been cut to nine since Oslo.

Again, Grimsby has to share a company allocation of fishing time with other ports in this case Hull and Fleetwood.

Presently operating at Iceland are Ross Revenge, Ross Ramillies, Ross Renown, Ross Rodney, Northern Gift, Northern Reward, Lord Jellicoe, Vianova and Viaria.

Six steamers have been sold, or scrapped, due mainly to the cost of heavy fuel oil.

A DELEGATION of fishing union representatives came away with little comfort for members after meeting officials of the Department of Employment in London on Wednesday last week to discuss compensation for trawler officers and trawlermen made redundant by the cod war settlement.

Minister of State, Harold Walker, presided at the meeting where the biggest stumbling-block was the problem of identifying trawlermen who would be entitled to severance pay.

Under normal redundancy arrangements, employees must build up two years continuous service with one employer before they become

entitled to the lowest rate of compensation.

But, because of casual employment in the industry, fishermen can move from ship to ship and company to company, so they may not meet the qualifications for redundancy payments even though they may have been fishing full-time for many years.

After the trip to London, the national fisheries officer with the TGWU, David Cairns, said: "There was a large degree of sympathy for the men displaced from the industry and they agree there are certain people who are now not able to fish because of the ships being laid up, but in identifying these personnel it becomes virtually impossible."

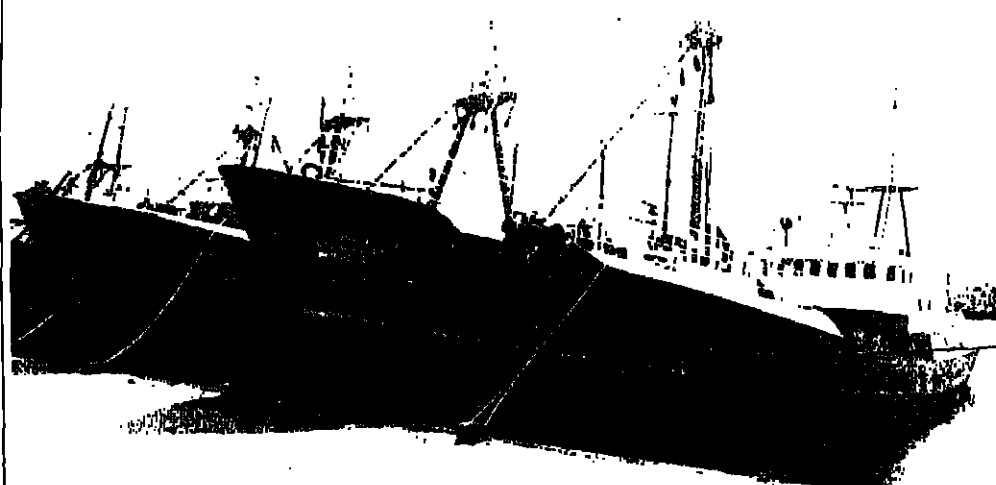
Mr. Cairns added that Mr. Walker had asked for guidance on this problem from the industry. The next

step in securing compensation is for the unions and owners' representatives to meet with the sole object of deciding which trawlermen and officers should receive compensation; if necessary reviewing individual cases.

Then they will return to Mr. Walker with their proposals and hopefully the payments will be forthcoming. So there could well be a fairly lengthy wait for some of the men already out of work.

One further difficulty could be that some sources have indicated the Government may expect owners to chip in with a contribution, as with normal redundancy payments.

If this is confirmed, the owners — already claiming compensation themselves for laying up trawlers — seem certain to offer some resistance.



Boston Concord (right) laid up on Grimsby's North Wall beside four other Boston Group vessels. The company is ensuring they are all regularly maintained to avoid rapid deterioration, in the hopes they can be repaired or find other careers outside fishing.

The company also has Reid Madrid under conversion to a multi-purpose vessel which will enable her to use pelagic gear as well as fulfil her normal role as a bottom trawler. Being smaller vessels (140-tonnet) Consolidated's fleet at the Westerlies has adapted better than most.

Because of the remarkable season at the Westerlies and in the North Sea, with plentiful supplies coming from these sources since Oslo, the real severity of the latest Icelandic deal has yet to hit Grimsby.

Only the fish merchants remain optimistic that the forecasts of lay offs among their shore staff were wildly inaccurate, but as one Grimsby merchant said: "Come back and see me in 12 months and I'll tell you then. In this job you never know what tomorrow will bring."

Consolidated Fisheries, the only company of the three based solely at Grimsby, has a monthly allocation of 80 days and keeps six trawlers at Iceland. Currently fishing there are Aldershot, Barnsley, Carlisle, Huddersfield Town, Port Vale and Spurs. Pooled out and now mainly at the Westerlies are Blackburn Rovers, Crystal Palace, Gillingham and Notts Forest.

### Arctic Ranger- 'last trip' for TV

ONLY a miracle can save Boyd Line's 19-year-old oil-fired steamer Arctic Ranger from being scrapped after her present charter for filming.

Confirming this, Tom Boyd senior, chairman of the owning company, told Fishing News this week: "Unless some miracle happens and oil comes down to the old price, she will be broken up."

"Arctic Ranger" always has been, and still is, a very good ship. But oil prices have gone up four times in about 18 months and she is no longer a viable proposition."

She was laid up in the spring of this year and now Yorkshire Television has the vessel on a short charter for production of a seven-part adventure series called "Snacker."

"We are not hoping to make any profit out of such use for which the fee is a nominal one," he said.

Most of the production of "Snacker" is in the Hull area, but Arctic Ranger will go to South Shields and back for filming. That looks like being the trawler's final trip.

Mr. Boyd went on to say that his company had scrapped all of its steamers and that there are now, excluding Arctic Ranger, four diesel side-wheelers and four freezers in the Boyd Line's Hull trawler fleet.

In addition, the company has six vessels fishing out of Grimsby, as well as the two small Granton ships, Arctic Viking and Arctic Attacker, which at present are laid up in Hull.

Mr. Boyd recalled that his company had the 192ft. long Arctic Ranger built at Beverley in 1957 for Jack Hambling to skipper.

Skipper Hambling, he said, had in 1954 shared the command of Boyd Line's Arctic Warrior with Skipper Sackville Bryant when Boyd Line's Arctic Warrior was the first winner of the now defunct British distant water Silver Cod Championship.

After Jack Hambling's short spell with Arctic Ranger, Skipper Sackville Bryant took over command. In 1958 she came third in the Silver Cod and second in 1959.

### BENEFIT CASE GOES TO COURT

TWOED salmon net fishermen who have been refused unemployment benefit have taken their case to the Commissioners' Court. Local tribunals have previously turned down their claim at the end of the season. They have been classed as season workers not entitled to benefit.

The particular cases of two foremen employed by Berwick Salmon Fisheries Co., John and James Swinney, are being presented to the Commissioners' Court by the TGWU.

### New Scots 'deputy'

A NUMBER of Scottish fishery officers are on the move. Charles Rennie has been appointed deputy chief inspector of sea fisheries for Scotland, based in Edinburgh. At present based at Lerwick, Shetland, he takes up his new job in September. He will be replaced as inspector of sea fisheries for Shetland by Sandy Johnston, who is promoted from fishery officer in charge at Aberdeen. Moving to Aberdeen as fishery officer in charge is James Fenton, at present officer in charge at Lossiemouth. Taking over at Lossiemouth is Reid, on transfer from Aberdeen.

## Deckies want 'a look in'

THE newly formed Fraserburgh Deckhands' Association continues to gather momentum. The committee who met with deckhands of the Peterhead fleet, last weekend, anticipate a

marked increase in the membership. Association spokesman, Bill Wilson, said definite approaches have been made from fishermen and businessmen at ports

such as Peterhead, Mallaig and those along the Clyde. The committee also decided what was to be their first undertaking: it wants to see that every crew member is shown

the 'square up' sheet on pay day. The deckhands claim that a great many skippers do not readily produce details of the vessel's income at the end of a trip.

## Top level look for UK fishing

THE Expenditure Committee of the House of Commons is to investigate the problems confronting the British fishing industry.

The Trade and Industry Sub-Committee is an all party group consisting of four Labour, three Tory and one SNP member. It has taken many months of persuasion to bring this about, said SNP chief whip Hamish Watt. The Committee intend that the report will be a comprehensive one and may take almost a year to complete.

Afterwards, Mr. Watt added that he was delighted by this breakthrough. "No such inquiry has ever been done on the fishing industry and as a result too many Ministries are involved, such as the Department of Trade, Foreign Office, Ministry of Agriculture Fisheries and Food, all having a finger in the pie, and now that so much oil development is going on in the North Sea, even the Ministry of Energy is becoming interested."

In Mr. Watt's opinion, there are too few Civil Servants who really know the fishing industry and a separate Ministry of Fishing would be a decided advantage in dealing with the fishing interests of other countries and the EEC Commission in Brussels.

### in BRIEF

THE former Grimsby steamer Black Watch has been taken to the continent for breaking up. She was sold last spring by owners BUT to a Midlands firm of metal dealers which converted her into a wreck recovery vessel based on Grimsby's commercial docks.

THREE fishing boats have crossed the North Sea on the longest ever trip made by Whitby trawlers and seiners to fish off the Danish coast. On the trip — about 250 miles — were three boats: C.K.S. Lead Us and GRP-hulled George Weatherill.

A BOOKLET giving the position in June this year of all suspended wellheads and permanent installations in the North Sea, has been issued by the Department of Agriculture and Fisheries for Scotland (DAFS) on behalf of the UK Offshore Operators' Association. Copies are obtainable from Fishery Offices.

### Museum opens

THE Coastguard Museum was opened in Brixham last weekend by Coun. W. A. Beasley, the Mayor of Torbay.

This, the official museum of H.M. Coastguard, forms part of the Brixham Museum which was officially reopened in new premises at Bolton Cross, Brixham, at the same ceremony.

## WAGE CLAIM TURN DOWN

GRIMSBY'S trawler owners have rejected a 24-a-week pay increase from the port's trawlermen.

They are believed to have offered roughly half the claims, plus a new deal on holidays which has been turned down by the Transport & General Workers' Union, who represent the fishermen and have been negotiating with the owners.

Now the issue has gone to

the Department of Employment, Conciliation and Arbitration Service for mediation, but their recommendations are not binding on either side.

With the union adamant their members merit the 20 claim and the trawler owners just as determined to stick to their offer, another difficult situation could arise unless ACAS comes up with something acceptable to both parties.

## Fish-oil 'talk-in'

SKIPPER and masters of both the off-shore oil and fishing industries had another chance to discuss their respective problems at a get-together at Peterhead last Saturday.

The meeting was one of a series started last year by the

Department of Trade to try to resolve some of the conflicts that have arisen with oil exploitation in the North Sea.

Fishermen feel that the increase in exploitation activities and resultant traffic has proved a very real and 'spoke in the wheel' affair after a life-time of having virtually a free hand in harvesting the North Sea fishing grounds.

One of the main points of discussion was aspects of the Government's collision regulation which comes into force on July 15, 1977.

"Peterhead can now be considered a major port even

by world standards," said harbour master Captain O. Signorini.

He explained that even though it might not compare with larger ports in the size of vessels involved, it certainly does by the volume of traffic which has increased to around 12,000 arrivals per year.

MR. S.E. Langlands has been appointed managing director of the Richard Dunston Ltd. shipyards at Heston and Thorne. He becomes directly responsible to chairman, Mr. D. B. Cobb, for all aspects of the company's shipbuilding activities.

## New seiner hits record

THE SCOTTISH seine net record has been smashed on the first full trip by the new 80ft. Argonaut IV. Following an 8-day North sea voyage, Anstruther skipper, 'Dave' Smith, sailed into Peterhead, on Tuesday with a £12,951 catch.

The previous record stood at £11,719, set by Skipper 'Willie' Campbell in Ajax, another Campbelltown-built vessel. Argonaut IV is Skipper

'Dave' Smith's first steel boat. She is powered by a Caterpillar 560hp engine. On deck she carries a Mastra Mk.II seine winch. Rope reels supplied by Fishing Hydraulics (Scotland) Ltd. are fitted.

Following initial trials with his new vessel, Skipper Smith told Fishing News that she had handled very well. A full description of Argonaut IV will be given in Fishing News, August 26.

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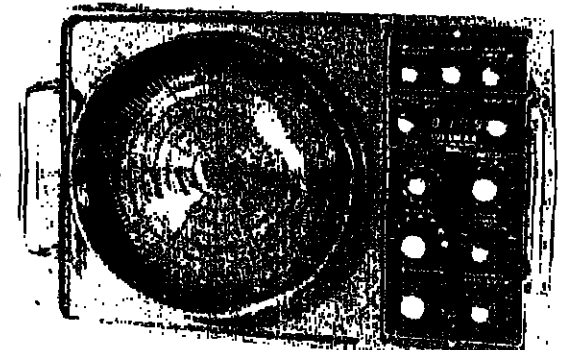
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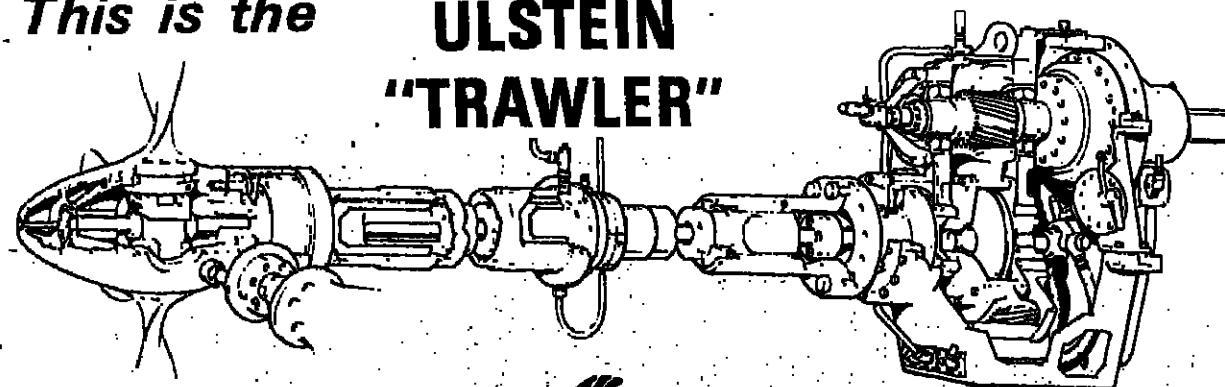
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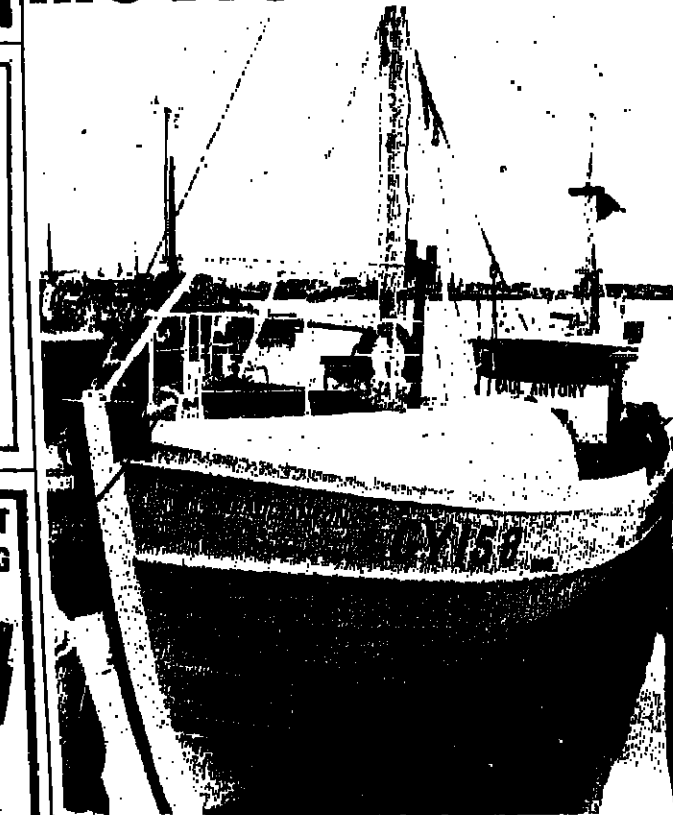
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# Top Iceland catch breaks firm's record

FLEETWOOD'S port record for a Boston Deep  
Sea Fisheries vessel was smashed last week  
when the stern trawler *Boston Beverley* landed  
an outstanding catch.

Hugh McMillan, *Boston* more than 1,600 cod, which  
Beverley's skipper returned sold for £38,013.  
from the Iceland grounds. This bettered the previous  
with 2,010 kits, including best by a Boston ship at

## SCOTTISH SEINER MOVES SOUTH



Paul Antony, with virtually new bows after her collision, waiting  
for a partner at Grimsby last week.

THE Buckie-registered  
wooden seiner *Odella* has  
been bought by the Edlel  
Fishing Co. Ltd. of  
Grimsby and is undergoing  
conversion work at the  
Buckie yard of Herd &  
MacKenzie for pair trawling.

The 48-ton vessel will be  
agented at Grimsby by Tom  
Sleight (P.S.) Ltd. and a  
spokesman for the agents said  
*Odella* would link up with a  
vessel, yet to be specified, to  
form a new pair trawling  
team at the Humber port.

A mystery also surrounds a  
partner for the A. E. Richardson  
& Co. Ltd. pair trawler  
Paul Antony (above). The  
vessel was in collision whilst  
setting off late in June to pair  
fish with the former Hull  
seiner *Svendborg* and the  
latter, now renamed *Frembek*,  
will continue to operate as an  
anchor seiner.

Meanwhile, Paul Antony,  
after extensive repairs, is  
ready to resume fishing, but  
so far has no partner. The  
company expects to announce a  
replacement for *Frembek*  
very soon.

## Rise in Milford prices

AN AVERAGE of around  
£20 a kit resulted in some  
good grossings at Milford  
Haven last week.

Top ship was the former  
Lowestoft trawler *Bryher*  
(Skipper A. James) which  
returned to port with 201 kits  
— cod and roker the main  
varieties — which sold for  
£4,010.

On the same day the  
Swansea-owned *Georgia*  
Wilson (Skipper Tom Smith)  
landed 157 kits, which sold  
for £3,400.

*Picton Sealion* (Skipper  
Trevor Salter) has had a good  
series of grossings from the  
northerly grounds but on her  
latest voyage she was forced  
back to port after only five  
days with 81 kits, which sold  
for £1,988.

Another trawler which has  
worked the northerly grounds  
with success is *Rosevear*  
(Skipper Alex Simpson). On  
her latest trip she spent eight  
days at sea in catching 129  
kits which sold for £3,168.

On the same day *Norrad*  
Star (Skipper Jim Manson)  
made £2,770 from 157 kits.  
Between them *Rosevear* and  
*Norrad Star* landed a total of  
five of haddocks, 80 of cod, 30  
of whiting, 80 of roker, 10 of  
turbot and brill and 30 of  
plaice. There were steady  
prices throughout the week  
for most varieties.

## Crab season carries on

THERE is to be no close  
season for crab and  
lobster fishing off the  
Northumberland coast.

A proposal by the  
Northumberland Sea  
Fisheries Committee has  
been turned down by the  
Ministry, it was revealed at a  
meeting of the committee.

In a written reply the  
Ministry says that its sci-  
entists are concerned about the  
state of lobster stocks in the  
region and agrees that some  
conservation measures might  
be necessary. Crab stocks  
were not affected to the same  
degree because of poor de-  
mand.

The letter pointed out that  
a close season from June 18 to  
August 31 would involve some  
50 fishermen dependent on  
crabs and lobsters and would  
also discriminate against  
fishermen in a bad salmon  
season.

"The Ministry is unable to  
support a close season as  
suggested because it would be  
of a discriminating nature  
and would only have limited  
conservation effect," the  
letter adds.

The Ministry feels that the

## ABERDEEN FIRM FOR FISH EXPO

INTEL, Engineers of Aber-  
deen will be one of the com-  
panies at the British Joint  
Venture for Fish Expo '78 at  
Boston, Mass., USA, from 27-  
30 October. At the exhibition  
Intel representatives will dis-  
cuss details of all Intel  
products, including its Intel  
queen scallop processing line  
and its continuous automatic  
defrosting plant for block  
frozen catches.

FOR sailing his vessel in a  
manner likely to cause  
damage to it, or injury to  
persons on board,  
Skipper John Strachan  
will have his court case  
continued until August 18.

This was stated last week  
by Sheriff Norman Milne at  
Oban referring to an incident  
at Oban in the early hours of  
October 4, last year.

The continuation of the  
case is a result of the defence  
lawyer, Len Murray, con-  
testing the relevance of the  
charge.

Sheriff Milne said he  
would let the case go on  
provided the charge was  
amended in two ways — that  
the prosecutor fiscal could  
prove the vessel was  
registered in the UK and  
secondly, that Skipper  
Strachan, of Inverloch,  
shilled in a manner likely  
to cause damage to the ship  
or serious injury to persons  
aboard.

# Grimsby market still hitting the hot spots

THE heaviest weekly  
landings of the year  
made no difference to  
the firm and stable  
quayside prices  
Grimsby trawler and  
seiner owners enjoyed  
throughout July and  
the month ended with  
another "red hot" bout  
of trade again last  
week.

Roughly 40,000 kits chang-  
ed hands at the morning auc-  
tions, but with the demand  
never waning there was no  
danger of the glut causing a  
price-slip.

Distast water landings  
from six Icelandic and one

White Sea trips accounted  
for 13,208 kits, and all cashed  
in well with useful grossings.

BUT's one-time steamer  
*Ross Kamillies* and daddy of  
their Grimsby fleet at 26  
years, showed a clean pair of  
heels to a small group of  
vessels in the upper £40,000's  
with an Icelandic grossing  
late in the week worth £50,588  
from 2,225 kits after 21 days.

Skipper David Scott's big  
catch was almost entirely  
codstuffs with just a few reds  
and some mixed fish making  
up the balance.

The odd trip out in this  
section came from BUT's *Ross*  
*Juno* (Skipper Albert  
Meech). Back from a plaice  
trip to the White Seas she im-

proved on similar trips  
recently tried by other vessels  
to gross £33,417 from 1,424  
kits after 24 days.

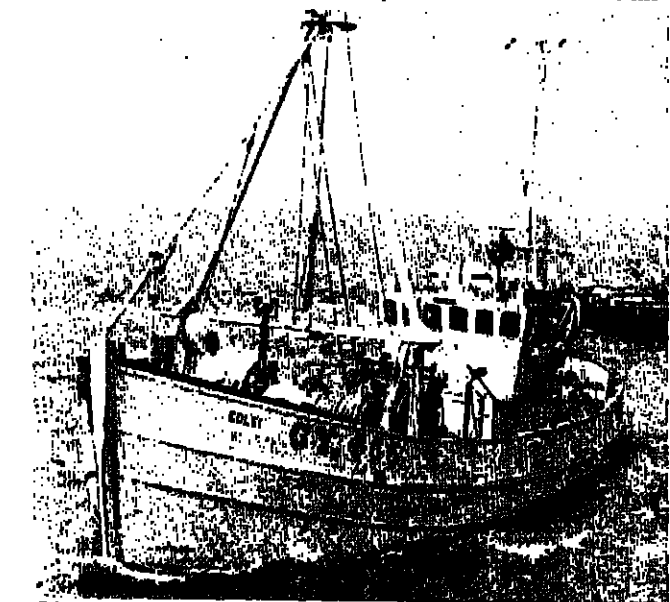
Three middle water  
grossings over £20,000 from  
*Ross Zebra* (£20,178), *Ross*  
*Tiger* (£20,149) and *Ross*  
*Genet* (£20,424) were not  
quite good enough to head the  
list of 16 landings and the  
BUT trio had to give best to  
an enormous haul from H. L.  
Taylor's *Osako* — the best  
middle water catch of the  
year — of 1,434 kits which  
sold for £21,082.

With Skipper Jimmy  
Green relieving for Pete New-  
by, this was the Taylor  
trawler's second successive  
grossing over £21,000. *Osako*  
had a big turnout of codley  
(over 900 kits) which rather

dominated many of the mid-  
dle waters, particularly  
towards the weekend, but  
there were, nonetheless, some  
fine mixed trips.

Most disappointed man, in  
one sense, must have been  
Skipper Leif Gravesen in his  
seiner *Edlei*. Although ob-  
viously delighted with the top  
grossing of £9,284 from 339  
kits, split almost evenly  
between flats and cod, it must  
have been a blow to learn he  
had missed a new Grimsby  
seiner grossing record by just  
£11.

With North Sea fishing just  
beginning to go a little patchy,  
*Edlei* was well clear of her  
rivals. She was agented by  
Tom Sleight (P.S.) Ltd. who  
had a real field-week with six  
of the top seven trips.



Edlei missed a new port record by 11lbs!

## Austria goes for Fleetwood plaice

AN OUTLET for small  
plaice — which has not  
been selling well at  
Fleetwood this summer —  
appears to have been  
found by local fish  
merchants J. K. Hayton  
and Son.

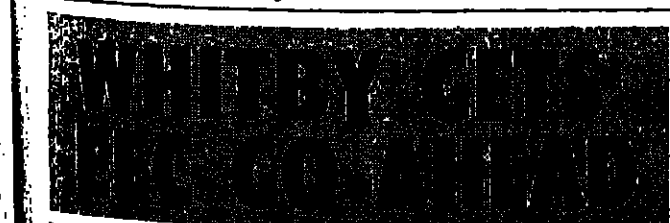
Last weekend the firm dis-  
patched 850 stone of plaice  
fillets to Austria — the first  
occasion on which Fleetwood  
fish has been sent to that  
country.

The fish, which had been  
caught by local vessels, was  
taken by the company's own  
road transport to Innsbruck.  
Chas Wilson, Hayton's  
manager, said that they had

### Samples

Before the order was con-  
firmed, an Austrian repre-  
sentative went to Fleetwood to  
take samples back to his  
country. These were satisfac-  
tory which resulted in the  
order.

The firm are now hoping  
that the plaice shipment will  
lead to other orders for other  
varieties.



WHITBY'S upper har-  
bour development scheme  
costing £295,000 is to get  
a grant of £68,500 from  
the European Community  
Fund.

The scheme includes a new  
bad weather refuge for the  
port's fishing fleet, a yacht  
marina, car parking as a  
result of reclamation of mud  
flats and extensive dredging  
for the port's growing com-  
mercial shipping trade with  
the Continent and Scan-

dinavia.  
The vexed question of lack  
of adequate curatins at the  
front of Whitby Fish Market  
to protect the fish landings  
from the glare and heat of the  
sun has been solved.

Fishermen and fish  
merchants had complained to  
the Borough Council. Now the  
curatins have been erected  
and welcomed as a big im-  
provement.

One of few criticisms is that  
the curatins should have been  
white to reflect the heat  
rather than green.

A £25,000 scheme for  
general improvements to the  
market is to begin at the end  
of the summer season.

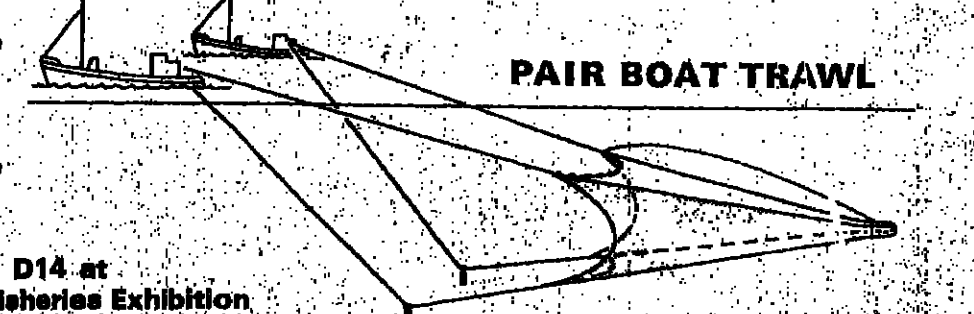
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# LEIGH BOATS TAKE THE PRIZES IN THAMES RACE

ALTHOUGH marred by a tragic fire which destroyed the pier head two nights before, Southend-on-Sea's 10th annual inshore fishing fleet race got off to a good start.

Racing home to take first prize of a silver cup, a cheque for £75 and a winners pennant donated by Southend Corporation, was the Leigh-registered *Bill* (L0218) owned by Mr. P. R. J. Brown who knocked so much off last year's time that it was first thought that he had not completed the course.

Mr. Brown, who came third from last in last year's race, has since had a new Ford engine and propeller fitted to his 5½ ton trawler which he purchased second-hand 14 years ago from the east coast.

## Silver

Taking second place, a cup and a cheque for £50 was the Ford-engined *Sharina* (L0101), also a Leigh-registered vessel, owned this time by Mr. S. Ford. Coming in for third position was yet another Leigh boat, *Ina K* (L0110), powered by a Deutz engine and owned by Mr. C. Knapp, who received a silver bowl and a cheque for £25.

In previous years, the race has always been judged from Southend's famous pier, but due to the disaster, the judges had to take to sea for this year's race in the starting boat *Lynx*.

The race, which covered a course of approximately 15.5 miles, started at 12 noon and



first way was the winning boat *Bill*.

The 38 competing boats were handicapped on age, length and speed. The oldest boat, over 20 years, to arrive over the winning line first, was the Thornycroft-engined *Sherry Belle* (MN77) owned by Mr. B. Thornton of Southend, who received a tankard donated by Claude Curia.

Although termed the Thames Estuary Inshore Fishing Fleet (Handicap) Race, the winner — *Bill* — tawls, not for fish, but for

Winner of this year's Southend race, the Leigh-registered *Bill*, shortly after passing the finishing line.

white weed. This weed, which can only be found off Maplin, is exported all over the world as a table decoration after being specially processed, which turns it from white weed to an attractive green.

Owner, Mr. P. R. J. Brown, goes in search of this weed between April and August. Race, the winner — *Bill* — uses a conventional trawl

fitted with 3ft. long rakes which pull the plant up from the sea bed and into the trawl. Mr. Brown told *Fishing News* that more and more fishermen are turning towards this profitable weed as the fish stocks begin to fall.

## No prospect but the dole

SIR, Thanks to *Fishing News*, advance warning was received of the European Commissioners' plan to bring large scale redundancy to the British Inshore Fishing Industry.

The outline plans were revealed to the Strasbourg Parliament on May 13 last. Scottish Nationalist MP, Mrs. Winifred Ewing, was the inshore fishermen's only champion in the European Parliament.

She warned that if it got its independence, Scotland would leave the EEC rather than accept this plan, which would destroy whole fishing communities.

Mrs. Ewing also said: "We are being asked to give up our pond equally to all Member States, but I do not know that we are getting anything in exchange."

In their weakness, two British governments offered the inshore fishermen as the sacrificial lamb on the Brussels altar, while our great marine heritage has been pawned by spendthrift politicians.

The inshore industry has some champions among the Sussex coastal MP's and Pat Wall, chairman of the Conservative Fisheries Committee.

This week petitions are being handed in from all the Sussex fishermen from Rye to Emsworth, while Hampshire petitions are being presented by the Portsmouth groups.

If the inshore fishermen's case goes once again by default, this will be journey's end with the scrap heap for his boat and no other prospect, but the dole queue for him.

Our last chance to save our industry lies in every fishing community pressing its MP to fight for an all out debate in the Commons.

Though our Parliament is now greatly weakened, it will have the power to shame the government into showing some spine and saying "NO" to the Brussels bureaucrats.

Our industry can still be saved, but only if every fishing community goes into action using the petition and every other weapon that comes to hand.

F. S. FOREMAN, for, Emsworth Harbour Fishermen's Federation Ltd, Hants.

## LETTERS

## Wider limits 'not apparent'

SIR, I refer to Alan Bleith MP's letter in *Fishing News* on July 23. Surely Mr. Bleith appreciates that the situation as far as fishing limits is concerned, is now wholly different from what it was when Mr. Heath's government was negotiating to join the Common Market.

Then the internationally recognised limit was 12 miles, now it is to be 200 miles which completely alters the whole situation.

By the time Mr. Wilson's government were preparing for

the referendum on the EEC, these changes were becoming apparent and Conservatives pressed the government to conclude negotiations on the Common Fisheries Policy before the referendum when we would have been in a position to exert some leverage.

Unfortunately, they did not do so and this country is now,

therefore, in a much weaker position.

In a Parliamentary answer to me recently, the Foreign Secretary undertook that Britain would take unilateral action to extend its limits to 200 miles if the EEC did not act.

So far, so good, but what is essential is that we should have an adequate exclusive zone of 50 miles within the EEC.

This should be possible for the Government to negotiate as part of a package deal, i.e. by refusing to agree to some agricultural requirements desired by other members.

So far, however, they are not exhibiting much determination and the suggestion that an exclusive limit shall only be 12 miles off the west coast of Scotland and the east coast of England from Farnborough Head to Portland Bill, is clearly unacceptable to the fishing industry.

PATRICK WALL MP, Chairman, Conservative Fisheries Committee.

## 50-miles: A 'reminder'

SIR, I refer to the front page article in your edition of July 9 entitled "50-mile demand."

On April 23 last, the Council wrote to DAFS outlining its support for the "Edinburgh Declaration," but reserving its right to press for special arrangements for Shetland within an exclusive UK limit.

Thus, when Mr. Peter Peart made his announcement, that Council were already committed to the above policy, his announcement merely spurred the Council to remind the Scottish Office of our views. There was no decision to ask for an exclusive 50-mile limit for Shetland boats.

I hope you will agree that your article does not entirely reflect the actual position. A. BASHFORTH, Deputy Director of Research & Development, Shetland Islands Council, Lerwick.

## Injured crewman is flown to hospital

A CREW member of the Dartmouth crabber *Excel* was airlifted to Weymouth Hospital by a naval helicopter from Portland on Monday night after being injured in an explosion.

The crabber was fishing 26 miles west-south-west of Portland when the explosion

occurred. A radio call for medical assistance was sent by the nearby trawler *Isla*. The helicopter put a doctor on board *Excel* and shortly after, the crewman, suffering from cuts and burns, was winched up and taken to Weymouth.

Torbay lifeboat stood by but was not needed.

## Vanes give power blocks more grip

A SHEAVE with six pairs of aluminium vanes spaced around it to provide greater grip when hauling is now supplied by the Marine Construction and Design Co. (MARCO) of Seattle, USA.

The company also offers smooth, cleated and rubber-faced sheaves for its 28in. Puretic power blocks.

The new sheave, known as the Demmert vane sheave, has been developed in close collaboration with its inventor Larry Demmert, who pursues seines for salmon in Alaskan waters.

The main advantage claimed is that it enables a block to be used from a lowered position instead of hoisted on boom or derrick.

It can grasp a net and haul it with little or no slippage; it minimises the jelly-fish problem; more fish can be culled in per set; and it helps to overcome problems caused by nets billowing in high winds.

Additional advantages are that a block with a vane sheave can be operated at a lower speed than one with any other type of sheave and that the sheave never needs re-rubbing.

Floats, however, must be matched for size with spaces between pairs of vanes or they may be damaged.

Demmert Vane Sheaves are reported to have been used successfully for two seasons in their 50-60ft. salmon purse seines by the inventor and his brother.

MARCO's new Demmert Vane sheave for 28in. Puretic power blocks.

Both of them are said to have made greater catches than before because time was saved when hauling and fewer fish escaped from the bunt of the net.

Further details of the sheave are available from Thomas F. Barnhart, Marketing Service Manager, Marine Construction and Design Co., 2300 West Commodore Way, Seattle, Washington 98199, USA.

## ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped, addressed envelope for reply.

## OYSTER KNIVES AND THEIR USE

ON JUNE 18, in reply to a query about a source of supply of oyster knives, I gave the address of a retailer, but had to confess that I did not know of a manufacturer or wholesaler of them.

I have since learnt that Taylor's Eye-Witness Ltd., Milton Street, Sheffield 3, makes three types of oyster knives and can supply any of them in wholesale quantities.

The company also manufactures gutting and filleting knives, and fish choppers in addition to a comprehensive range of cutlery.

The reader who sent me information about the company was also good enough to include some details on the use of oyster knives.

He wrote: "Some people prefer to bludgeon their way in by applying a round-ended blade to the nose and it is they who complain when the shells of oysters, which have been grown quickly, break."

"The more intelligent apply the end of a sharp-pointed knife to the hinge and give a gentle push and a twist. The two shells then break apart and all that remains to be done is to cut the muscle."

"Admittedly, when this method is used, some dirt on the outside of the hinge may be pushed into the meat. But this can be overcome by cleaning oysters properly before they are eaten."

## Cooking prawns

"HOW do you cook common prawns? Is there any danger in eating them if they are not properly cooked?"

Best procedure for cooking prawns is to wash them thoroughly and then put them into a pan of boiling sea water.

They can be cooked in fresh water with a little salt added to retain their flavour. But if too much is added, they will be tough.

Cooking in boiling water separates skin from shell and creates air space between them. Air spaces between skin and shell cause prawns to float and when they rise to the surface of the water — usually within two or three minutes — they are cooked.

Floating prawns should be lifted out of the pan and cooled immediately in fresh water. If they are going to be kept for any length of time before being eaten, crushed ice should be mixed with them. The ice inhibits infection by bacteria.

Prawns not properly cooked may contain harmful bacteria. Black discoloration — usually most noticeable around the head — is an indication that a prawn is not safe to eat.

## John Burgess' Log



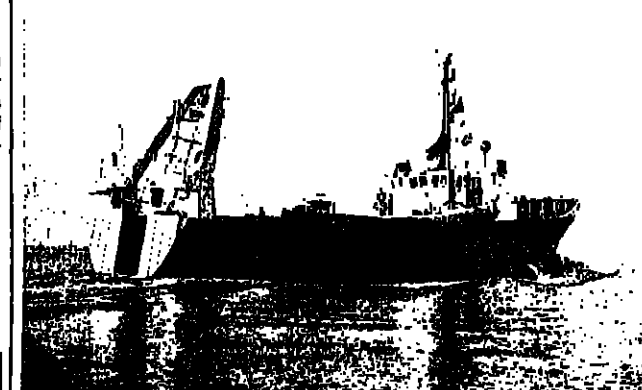
## Shrimp riddle

"I'VE BEEN using a beam trawl to catch flats and roker. Before long I intend to fit a small mesh cod-end and go shrimp-ping."

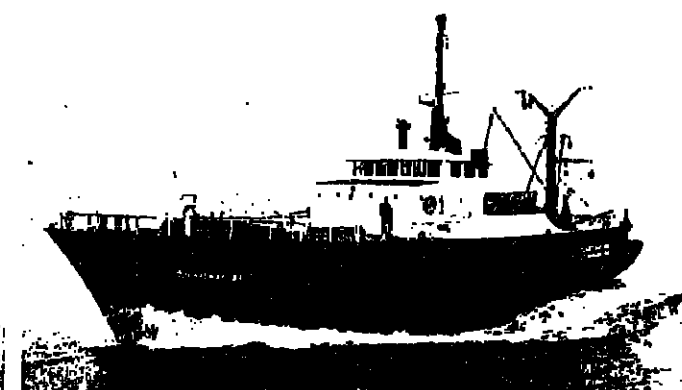
"Up to now I have been unable to find a supplier of shrimp riddles. As these will be essential to sort catches, I should be grateful if you can tell me where I can get them."

E. Nicholson, 164 Lancaster Road, Morecambe, Lancashire can supply 2½p, 3p, 3½p and 3¾p shrimp riddles, also 7p crab and mussel riddles.

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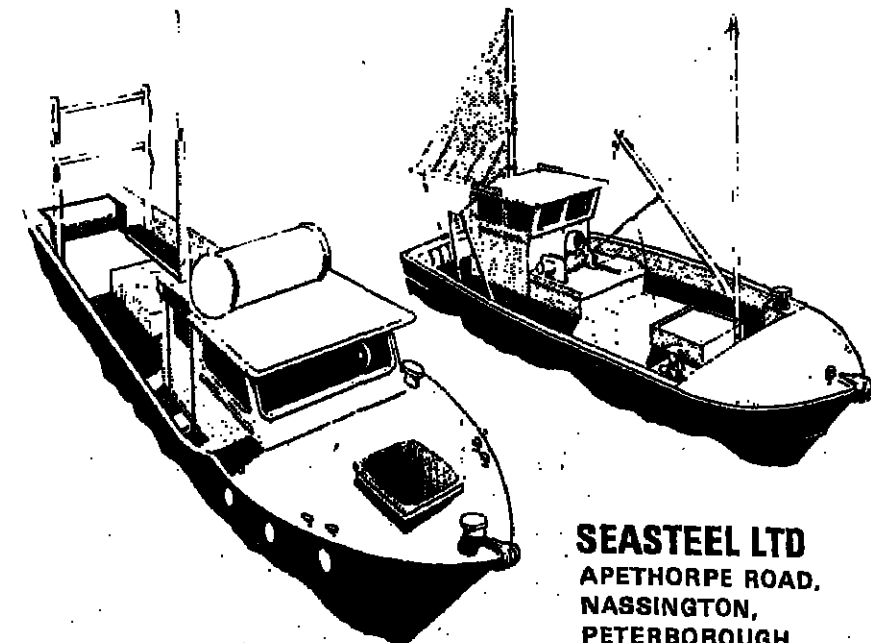
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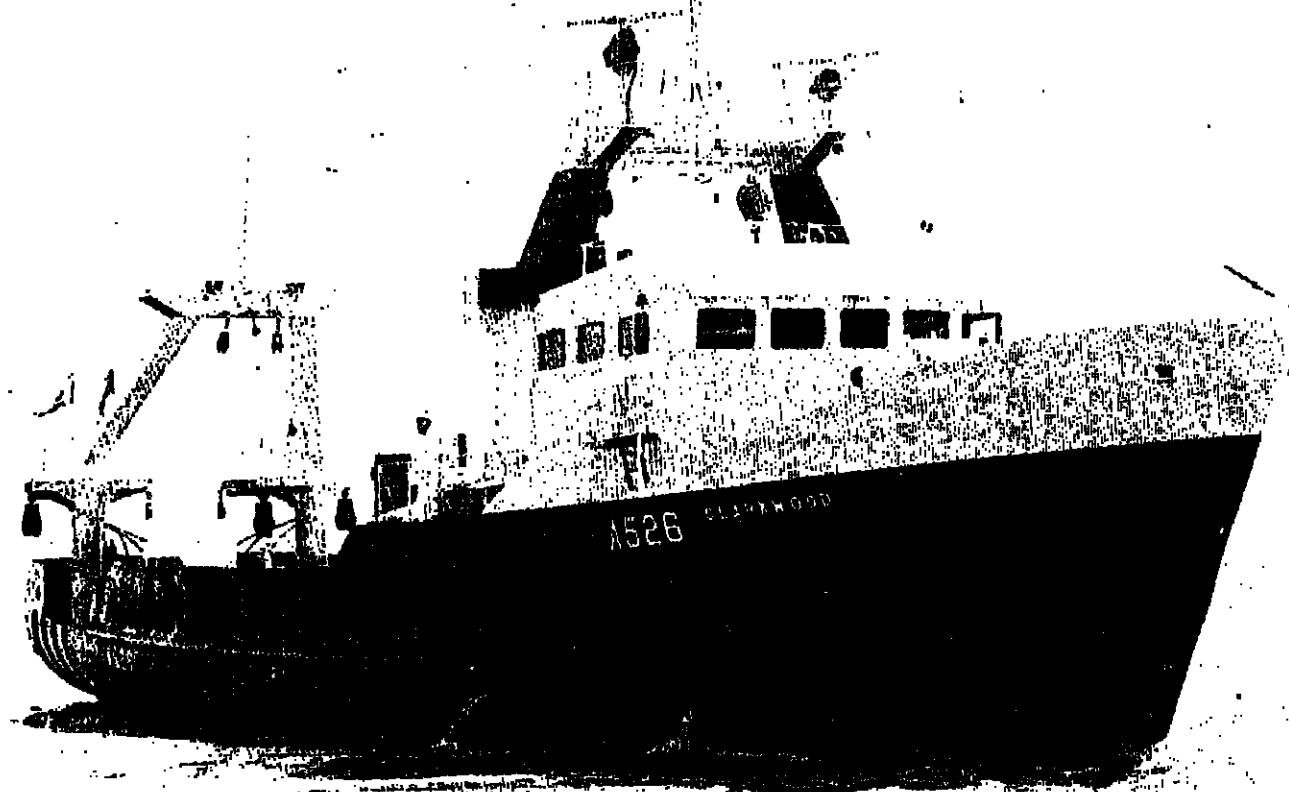


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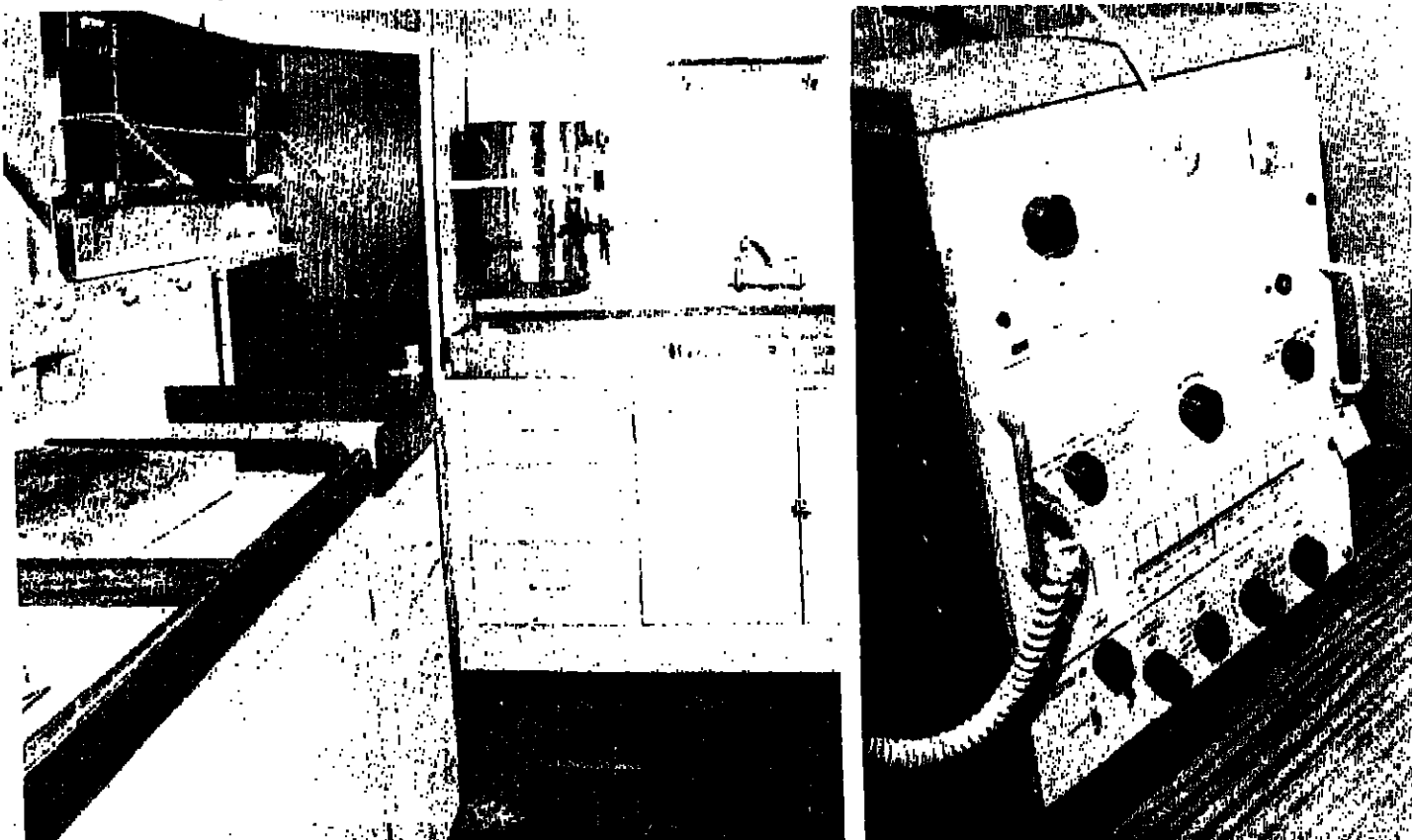
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# North Sea role for new Aberdeen stern trawler



The new stern trawler *Clarkwood* (above) will be concentrating on the North Sea grounds. She will be joined later this year by a sister-ship *Shielwood*, now being built in Goole yard of Swan Hunter.



The well-equipped galley. Right: the Skant main radio telephone installed in a small room leading off the wheelhouse. Below: the bridge, where most of the electronic equipment is arranged in a console unit.



AT A TIME when the Scottish deep-sea industry is in bad shape, the first of two new trawlers representing an investment of £1.5m. has started fishing from Aberdeen.

When the naming ceremonies of the 128ft. vessels *Clarkwood* and *Shielwood* took place last month, Ian Wood, managing director of the John Wood Group, the owners, did not seek to minimise the big job it is going to be to make these vessels pay. He said that the planning and ordering of these vessels from the Goole Shipyard of Swan Hunter had been overtaken by changes in international trends and quotas.

When the trawlers were ordered, Mr. Wood said, it was expected that they would be spending most of their time in the north-east Arctic and Iceland and the rest fishing at Faroe. Now it seems they will mainly concentrate on the North Sea and this will require major changes in attitudes and fishing techniques by skippers, crews and shore management.

*Clarkwood* arrived in early July and, after running successful fishing trials, left for the North Sea grounds.

In command of *Clarkwood* is Skipper Stuart Thomson who was formerly in charge of the Wood Group side trawler *Jasmin*.

Speaking to *Fishing News* in Aberdeen, Skipper Thomson said the boat handled very well and the crew had adapted themselves very readily to working the stern trawling gear.

He said they would be working an IMR bottom trawl to start with, but would also be using a high-opening net which has been developed by the Marine Laboratory in Aberdeen. The net has already been worked successfully by some of the Wood Group vessels.

The high-opening net will be worked from the net drum. A sister-ship to *Clarkwood*, *Shielwood*, is nearing completion at the Goole yard of Swan Hunter and will be commanded by Aberdeen skipper, Terry Taylor, who has been so successful in the 88ft. pocket trawler *Maureen June*.

*Clarkwood* is a single-screw steel wet fish stern trawler with a partial shelter deck, stern ramp and a well raked stern.

She has been built under special survey to Class + 100 A1 'Stern Trawler' + LMC - UMS in accordance with Lloyd's Rules and also satisfies the requirements of the Department of Trade and the UK Trawlers Mutual Insurance Co. Ltd.

Stability characteristics meet the latest recommendations of the International Maritime Consultative Organisation and include full ice conditions.

The vessel has a length overall of 38.72m (about 127ft.), length between perpendiculars, 32.20m

(105ft. 9in.), moulded depth to trawl deck (15ft. 7in.).

Scandlings are to requirements for the vessel, but increase necessary to Swan normal stern trawling. Construction is of tested Siemens steel.

There are five watertight compartments. The engine room is forward of the main working deck and is the main working compartment for fish gutting and washing.

Accommodation for the crew is arranged in the main trawl deck level. A total of 100-ton oil, and 30-ton water are carried in the fore and after peak.

Propulsion is provided by a Mirreless Blackstone 16M water-cooled, 16, four-stroke, solid-injection, turbo-charged diesel engine has a continuous output of 1,700 bhp at a speed of 750 rpm. It incorporates integral cooling to give an output of 1,700 bhp.

The 16-cylinder engine is arranged in two sections back to back. Each cylinder is associated with its own crankshaft.

banks of cylinders are coupled together through phasing gears which provide a common output.

A Nodal Damper coupling is incorporated between the individual flywheels and the inputs of the phasing gears.

Compressed air starting is provided and there is a Brown Boveri turbo-charger on each bank of cylinders. The engine drives a Hjelset variable pitch, three-blade, 2,300 mm dia. stainless steel propeller which has an output of 1,700 bhp at a speed of 273 rpm and is housed in a Hjelset nozzle. Simplex stern glands, a steel stern tube and hollow bored Siemens Martin steel tailshaft are fitted.

## Power

At the forward end of each crankshaft there is a power take-off to drive an alternator and the hydraulic pumps for the deck machinery.

Belt-driven from one power take-off shaft is the 104 kW 440V, three-phase, 50-cycle Newage Stamford enclosed and ventilated, drip-proof, ship's service alternator.

The hydraulic power-pack for the deck machinery consists of a Frank Mohn gear-box driving two G18 and two G16 Hydraulic Bratvaag pumps.

A hydraulically-operated friction clutch engages and disengages the gearbox from the engine and has a remote

control on the bridge winch console.

There is a flexible coupling between engine and gearbox, and between the gearbox and each pump, and the power-pack consumes a maximum of 470 hp.

Two auxiliary engines are fitted. The larger unit is a Gardner 6LX six-cylinder, water-cooled, vertical, four-stroke naturally-aspirated diesel which develops 100 bhp at 1,500 rpm. It provides power for a 70kW 440V, three-phase, 50 cycle alternator, and also drives the Alwiler standby hydraulic screw pump unit for the deck machinery through an Anderson disc clutch. This pump is also the primary power supply for the windlass.

The harbour set is a Lister HR3MA air-cooled engine which develops 32.2 bhp at 1,500 rpm and has hand and electric starting. It drives a Newage Lyon 13kW 440V, three-phase, 50-cycle alternator and is clutch-coupled to a Hamworthy 2SF34 air compressor.

The alternator is arranged to operate automatically to feed essential lighting on failure of the main supply.

Electrically-driven equipment in the engine room includes a two-stage Hamworthy 2SF3 air compressor, two Gilkes Series M bilge, general service, fire and fish washing pumps, and Mohn fresh water and sea

water pressure sets.

Also fitted are a Gilkes Junio main engine standby fresh water circulating pump and Hamworthy standby lube oil pumps for the main engine and gearbox, and a Hamworthy fuel oil transfer pump.

Electricity is supplied at 440V three-phase, 50 cycles, with 240V single phase, 50 cycles, for lighting and small power. Navigation lights have a 24V d.c. supply fed through a transformer rectifier or from the batteries.

The 104kW and 70kW alternators have circuit

breakers to Lloyds requirements and are not arranged to run in parallel. A changeover switch is fitted in the main switchboard.

The 13kW alternator on the harbour generating set will not run in parallel with the other alternators.

Electrical Controls Ltd., of Hull, provided the deadfront-type main switchboard.

The engine room alarm system is arranged for either manned or unmanned conditions and consists of a central alarm panel in the engine room, one group repeat panel in the bridge and one

master repeat alarm panel in the chief engineer's cabin. Layout of the trawl deck is shown in the sketch opposite.

Like many stern trawlers, *Clarkwood's* trawl winches are fitted with Bratvaag Synchro 1000 and Synchro 1010 control systems. The Synchro 1000 permits hydraulic braking when shooting the gear and automatic synchronising of the warps during shooting and hauling.

With the Synchro 1010, a pre-set length of warp can be automatically payed out and hauled, and there is much greater control of the fishing gear.

When towing, the system allows the winches to automatically haul in or pay out warp in conjunction with the vessel's motion, to reduce warp tension and to give a smoother passage for the net. If the boat is turning or steaming across the tide, the warp tension is automatically adjusted. If the net needs to be adjusted to a different depth while towing, the warps can be hauled in or payed out slowly enough to prevent the net from collapsing.

When the net is caught on a fastener, the winches will automatically increase power to a pre-set limit, and if this does not clear the net from the fastener the winches will pay out warp and an alarm system will operate. The net drum is driven by an M88 motor fed by a G16 pump and has the following duties:

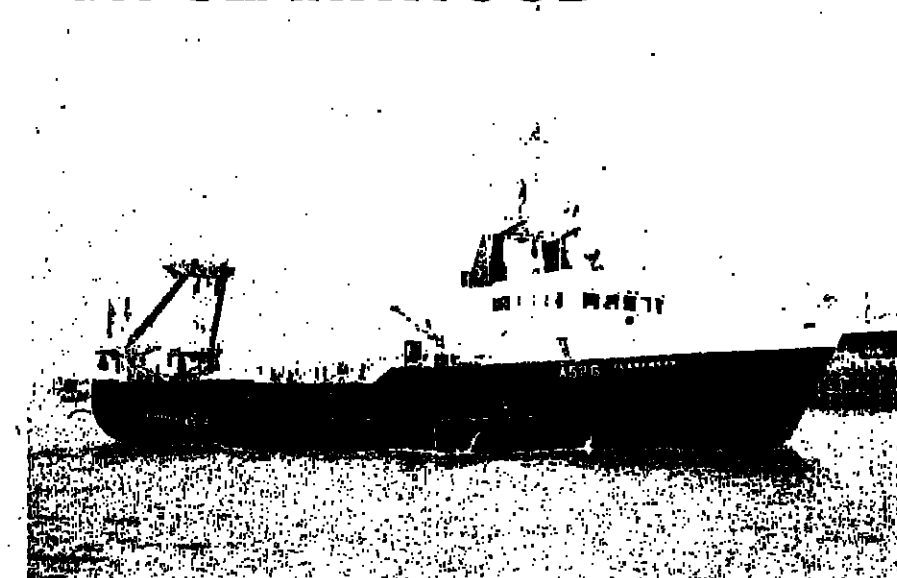
First layer: 0.4 tons at 0.51 m/min.  
Mid drum: 0.2 tons at 0.102 m/min.

Continued page 12



After running extensive sea trials, *Clarkwood* left for the North Sea grounds last month. Below: looking up the trawl deck to the Norwegian-manufactured split winches.

**All Good Wishes to the John Wood Group, to Skipper Stuart Thomson and the crew of m.v. CLARKWOOD**



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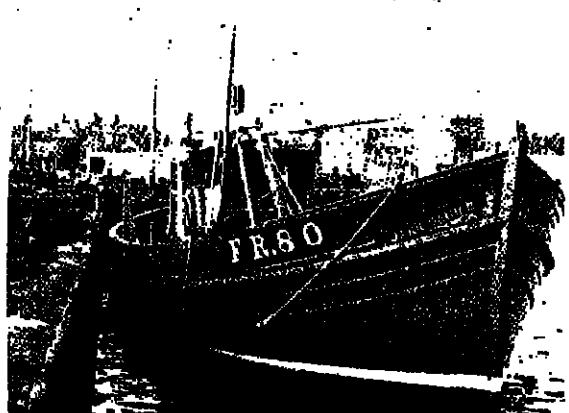
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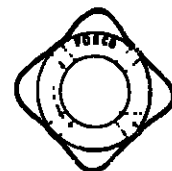
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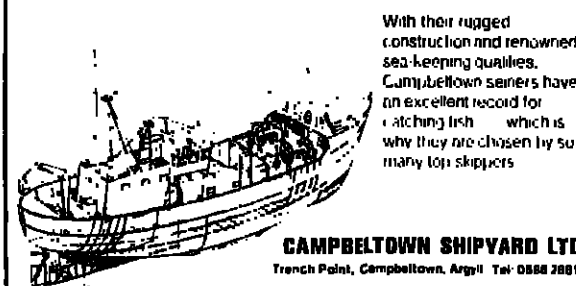
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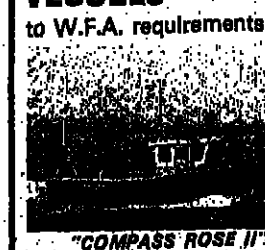
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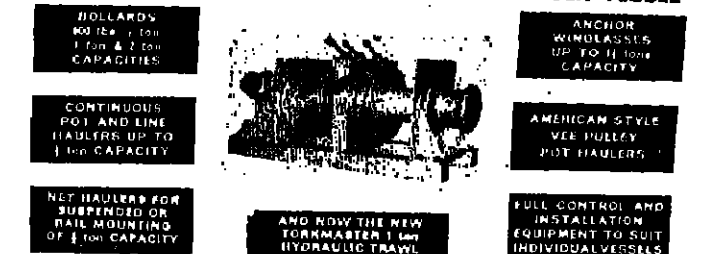


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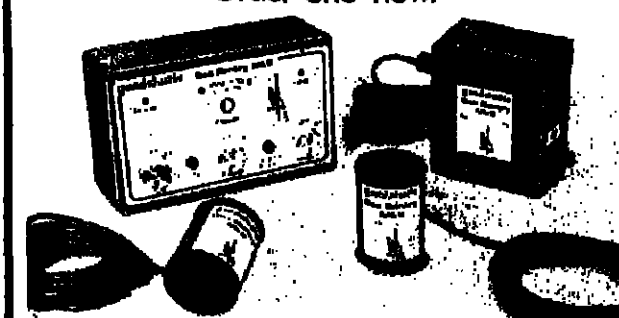


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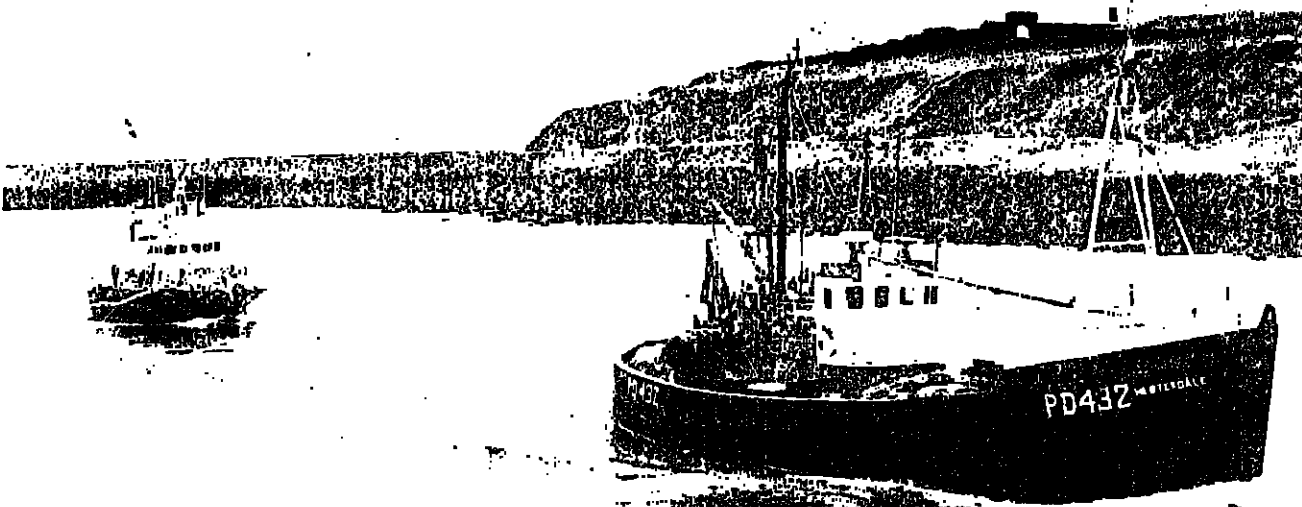
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## ABERDEEN LIFEBOAT QUICK INTO ACTION

ABERDEEN'S new lifeboat, *BP Forties*, has come through her first rescue mission with flying colours.

The Arun-class lifeboat, commanded by Coxswain Albert Bird, raced to the aid of the Peterhead-registered fishing boat, *Westerdale*, which was 60 miles east of Aberdeen on July 28 when she reported flooding in the engine room.

*BP Forties* reached the casualty 38 miles offshore within two hours.

The lifeboat had to pass a pump in choppy seas to the fishermen, and during the operation *BP Forties* sustained slight "bruising."

*BP Forties* first service call earned a surprise donation of £71 for the RNLI. This was the amount paid for the first box of haddock from the malden catch of the new Aberdeen stern trawler *Clarkwood*, (see page 8) which like *Westerdale*, operates through the Don Fishing Co.

## SOUTHERN IRISH SHELLFISH FIND

DETAILED surveys of shellfish resources off the north west coast of Clare, Eire, have been called for where it is reported that hundreds of thousands of pounds worth of shellfish are situated.

The Shannon Development Co., responsible for promotion and development of the area, has been asked to conduct the survey by local community councils in the north west Clare area.

Council and other local fishing groups have opposed an application by a company called Irish Oyster Aquaculture Ltd., for an oyster fishery licence in the area. A public inquiry into the application was held recently.

Directors and shareholders

of the company are: Michael McBrien, a Dublin businessman, who is also the company chairman; Jürgen Gross, German-born company manager, who has been resident in Ireland for 34 years and his wife, with an address at Moycullen, County Galway.

The company plans to farm four to eight million oysters within three to four years and has spent £18,000 on initial development locally, including the purchase of a million Pacific oyster spat from Scottish sea farms.

The company is denying a claim by local people that the oyster licence would affect their interests. The inquiry was carried out by the Fisheries Division of the Department of Agriculture and Fisheries which heard local fishermen

and community development officials claim that giving a licence to the company would retard planned development of the fishing industry in the area.

The main basis of their claim that other fishing was disturbing the oyster beds.

The fishermen said that a lot of urchins were taken around the area which were very valuable to the fishermen, it was his view that the application for an oyster licence was a method of getting control of these urchins.

Detailed surveys of shellfish resources in Muckinish and Poulmacloagh Bays off the coast have been particularly suggested.

## Police board trawler in assault craft

THE ARMY and Manx detectives used assault craft to board the £50,000 trawler *Ceylon* when the missing vessel, believed to have been stolen from Whithaven, earlier in the day, was sighted in Ramsey Bay, Isle of Man on Tuesday, last week.

The story of the 52ft trawler, and her unauthorised trip to the Manx fishing grounds, began around 2 a.m. on Tuesday when the vessel was taken from Whithaven, her port of registration.

Constabularies at stations around the Irish Sea area were alerted and *Ceylon* was seen later in the morning in Ramsey Bay on the north east coast of the Isle of Man.

Police arrived at the Ramsey shore just as army instructors and cadets were on canoe training exercises off the beach. The Manx CID's port unit then decided to enlist the army's help.

The 12ft. army assault craft was brought into use and the detectives and army officers sailed out to the trawler where *Ceylon* was boarded, taken over and sailed into Ramsey Harbour when she was finally berthed about 11 a.m.

Two men on board were arrested and later detained at the island's police headquarters in Douglas.

The trawler is owned by fish merchants Donnan's of Whithaven and had been hired for sea prior to the incident. Her skipper arrived on the island the following day.

## WFA 'to grab fleet

A FLEET of eight trawlers at Grimsby is about to be repossessed by the White Fish Authority. A deadline for payments by the firm of Sir Thomas Robinson & Son, has not been met.

The company now has three vessels at sea: *Priscillian*, *Rhodesian* and *Samarian*. Three more, *Olivean*, *Thessalonian* and *Philadelphian* are laid up and *Tiberian* and *Judean* are on oil work.

Mr. Mark Robinson, a director of the company, told *Fishing News* on Wednesday that it had been decided to terminate fishing operations at Grimsby, but the firm would be continuing with its other business interests.

Sir Thomas Robinson has two subsidiaries: Onward Steam Fishing Company and Dominion Steam Fishing Company.

## CLARKWOOD

From page 9

Full drum: 2.0 tons at 0.165 m/min.

Each of the two type 210M gilson winches has one drum and a warping head and is driven by an MA10 motor fed by a G18 pump. It has a pull on the first layer of 10,000kg at a hoisting speed of up to 34 m/min.

Living well aft, the two type A-11 outboard winches each have detachable centre drum and a warping head, plus a hand-operated hand brake. An MA3 motor driven by a G18 pump drives each winch.

The control console for the deck machinery is housed in the after end of the bridge. A combined steel bipod mast and funnel is set at the after end of the bridge and carries the gilson and fish tackle blocks. The bipod mast incorporates the stern gantry which carries pelagic and demersal towing blocks made by the Globe Boiler Ship Repairing Co. Ltd., of Hull.

Perforated doors are fitted at the head of the stern ramp and there is an outboard derrick on the stern gantry. Space has been left on the stern gantry for the future fitting of a net cod and the catches fall through the pneumatically-operated fish hatch and down chutes into the reception ponds at the

after end of the fish handling area.

A hand gutting bench lies just forward of the reception ponds and guts are dropped through 'inkwells' in the bench into a pipe which carries them to slushwells at port and starboard. From there they are pumped overboard by two 5in. electrically-driven Turo pumps.

Round fish between 10.5 in. and 17in. long are handled by a Shetland One 7 gutting machine. After passing through a fish washer, the fish are carried by chute into the fishroom.

With a capacity of 9,000 cu. ft., the fishroom is insulated on sides and end bulkheads with foamed polyurethane lined with marine ply and sheathed with aluminium alloy. The deckhead is insulated in a similar manner and finished with marine ply, and the floor is composed of 3in. of Styrofoam and metal reinforced cement. Shelves, boards and stanchions are of aluminium alloy, and the shelves are fitted 9in. apart.

There are two discharge hatches which are only open in port. Much of the electronic equipment on the bridge is arranged on a console. Fish finding aids include Atlas Echograph 680 and Fischfinder 780. Equipment from Decca includes Mk. 21 Navigator, 350T Track Plotter, RM916A and RM920

radars, and Arkas automatic pilot.

Other fittings on the bridge include Rediffion Sealand 80 vhf radio telephone, Edystone broadcasting receiver, Amplidun hailing system, Mermad 23 watchkeeping receiver, and a Chemikseiff solid state speed log from the Submerged Log Co. Ltd.

A small radio room leads off the bridge and is fitted with another Rediffion Sealand 30 vhf radio/telephone and Skanti main radio/telephones. Heated windows fitted with Wynnstruments blade-type wipers are fitted at the wind console and at the front of the bridge. Steering gear is by Frydenho.

Accommodation is arranged for a total complement of 15 in single, two-berth and four-berth cabins. Washing and toilet facilities are to modern stern trawler practice and fire retardant materials have been used extensively in the accommodation.

A Minerva fire detection system is fitted for the accommodation and engine room. All the accommodation has electric radiators, and domestic hot water is supplied from a 100-gallon electric heater by a 9kW electric immersion heater.

Ginley equipment includes Kempas KS3.5 electric cooker, Ithema deep freeze cabinet, Tricity fridge, Electroway grill and deep fryer, plus Imperial potato peeler. A separate messroom with two tables leads off the galley and is fitted with an Electroway hot plate and Belling food warmer.

## TOP GROSSINGS FROM ROCKALL

DESPITE the efforts of the Oslo agreement, Fleetwood continues to produce some excellent fishing performances.

One of the port's side trawlers *Robert Hewett* returned with one of the biggest haddock catches from Iceland seen at the port in a long time.

Skipper Dennis McLoughlin brought in the vessel after only 17 days with 12,202 kits, including 350 of cod, 70 of mack haddock, 550 of haddock, and 200 of coley, which sold for £27,249.

Also in the money was the stern trawler *Gavina* (Skipper Charlie Scott) which also worked Iceland before returning with 1,621 kits, including more than 1,250 of cod and 120 of mack haddock, which sold for £27,944.

*Gavina's* sister-ship, *Irva*, returned after a shorter voyage under the command of Skipper Gordon Wignall, to make a good £29,198 from 1,355 kits.

But for vessels unable to work Iceland, it was again Rockall which provided a paying alternative. The outstanding catch from the area was landed by the side trawler *Wyre Conqueror* (Skipper Joe Newsham) which landed a catch of 801 kits after only 11 days at sea to make £16,362. Included in the catch were

10 of cod, more than 500 of haddock, 50 of rough varieties and also 70 kit of squid which proved a big attraction for local buyers with a ready market export hungry for supplies.

There was also success with a Rockall catch for the side trawler *Wyre Vanguard* - a smaller version of *Conqueror* - which returned with 692 kits, including 30 of cod, 500 of haddock, 20 of roker and 15 of squid, for a grossing of £12,309.

In the nearwater section much of the limelight was stolen by the port's seine netters which hit a good seam of plaice in the Irish Sea.

*Neils John* landed 137 kits, including 120 of plaice, to make £1,190, while *Southards* had more than 130 of the variety in her total of 141 kits, which sold for £2,814.

It was a good week, better for the weather turned bad, for the inshore vessels. At last they managed to find the elusive soles and, with small types of the variety selling for more than £80 a kit, there were some good grossings for the vessels.

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## 'Leave us to poach in peace'

SHETLAND inshore trawlers are asking the Government to leave them in peace to break the law - they are fishing inside the three-mile limit for sand eels.

They say that unless they are allowed to do so they will be unable to make a living. There have been about 20 arrests by fishery cruisers in the last month and the inshore men are preparing a petition for the Department of Agriculture and Fisheries. The report says they: "Wish to make a very strong protest to the department about the continual interference on the part of fishery cruisers with our efforts to follow our legitimate

calling as fishermen in our own waters. "We are deeply aware that we may well be blamed for encroaching on the law, but at the same time, to quote a pressions made by leading politicians of our own day, 'there are such things as outdated laws'."

The fishermen say that: "It gives us no great pleasure to be cut across the law, or to be considered lawbreakers, but we feel that unless protest is made, we are in grave danger of adding to the already large numbers of unemployed."

## Catches and Prices

### TOP LANDINGS LAST WEEK

#### GRIMSBY

Distant water  
£50,588: *Ross Ramillies*, BUT (Sk. D. Scott), 2,225 k, I, 21 days.  
£48,914: *Ross Rodney*, BUT (Sk. L. Edwards), 2,219 k, I, 22 days.  
£47,740: *Belgaum*, Boston (Sk. C. Newton), 2,074 k, I, 22 days.  
£46,488: *Voleus*, Boston (Sk. A. Hollington), 1,940 k, I, 21 days.  
£42,139: *Vianova*, BUT (Sk. A. Hankin), 1,953 k, I, 23 days.  
£33,417: *Ross Juno*, BUT (Sk. A. V. Meech), 1,424 k, WS, 24 days.  
£30,522: *Huddersfield Town*, Conso (Sk. C. Saunders), 1,371 k, I, 21 days.

#### Middle water

£21,082: *Osaka*, Taylor (Sk. J. Green), 1,434 k, FW, 17 days.  
£20,424: *Ross Genet*, BUT (Sk. W. Salt), 1,030 k, W, 15 days.  
£20,178: *Ross Zebra*, (Sk. R. Reeves), 1,235 k, W, 15 days.  
£20,149: *Ross Tiger*, BUT (Sk. D. Avery), 1,048 k, W, 15 days.  
£19,214: *Ross Lynx*, BUT (Sk. D. Cooper), 1,160 k, W, 14 days.

#### North Sea

£6,551: *Lemberg*, Lindsey (Sk. H. Pexman), 239 k, NS, 13 days.

#### Seiners

£9,284: *Edlei*, Sleight (Sk. L. Gravesen), 339 k, NS, 14 days.  
£7,750: *Saarene*, Sleight (Sk. W. Sanderson), 330 k, NS, 15 days.  
£7,008: *Lochearn*, Sleight (Sk. B. Emerson), 307 k, NS, 13 days.  
£5,871: *Macand*, Sleight (Sk. L. Hojberg), 270 k, NS, 12 days.  
£5,541: *Charmor*, Richardson (Sk. O. Jensen), 168 k, NS, 14 days.  
£5,386: *Binks*, Sleight (Sk. H. Clausen), 212 k, NS, 15 days.  
£5,111: *Genara*, Sleight (Sk. W. Murray), 219 k, NS, 13 days.

#### Pair Teams

£14,040: *Margrethe Bojen* (Sk. Jens Bojen), 602 k, and £13,152: *Frances Bojen* (Sk. J. Richardson), 645 k, both John R., NS, 12 days.  
£12,187: *Laurids Skomager* (Sk. J. McCall), 508 k, and £9,567: *Ann Charlotte* (Sk. R. Collins), 424 k, both John R., NS, 13 days.  
£7,427: *Ling Bank* (Sk. D. Rose), 364 k, and £6,446: *Solveig Borum* (Sk. D. Sheriff), 315 k, both Sleight, NS, 12 days.  
£6,871: *Carl Borum* (Sk. R. Borum), 294 k, and £5,931: *Jacqueline Borum* (Sk. J. Borum), 270 k, both Sleight, NS, 12 days.

#### Near water

£3,190: *Niels John*, Hewett, 125 k, 10 days.  
£2,814: *Southards*, Hewett, 15 k, 10 days.  
£2,744: *Fair Isle*, Ward, 98 k, 12 days.

### HUMBER VESSELS DUE

#### GRIMSBY

Expected during the week  
Inland: *Barnley*, Boston  
Inland: *Port Vale*, Prince Philip.  
From Faroe and Western: *Boston*, *Halifax*, *Brimo*, *Ukano*, *Ukano*, *Priscillian*, *Ross Jackal*, *Ross Juno*, *Ross Kipling*, *Ross Westla*.

#### HULL

Expected during the week: *Arctic Cavalier*, *Kingston Amber*, *Kingston Pearl*, *Lord St. Vincent*, *Ross Trafalgar*, *St. Dominic*, *Ross Trafalgar*, *St. Dominic*.

### PORT MARKETS

#### MONDAY, AUGUST 2

#### GRIMSBY

A good supply of 7,885 kits at £2.40/£3.30: rockfish.

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#### HULL

£51,087: *Ross Leonis*, BUT (Sk. G. B. Boyce), 2,139 k, I, 20 days.  
£46,360: *Ross Altair*, BUT (Sk. K. Nelson), 2,055 k, I, 21 days.  
£45,738: *Loch Eriloli*, BUT (Sk. D. Patterson), 2,006 k, I, 22 days.  
£44,293: *Ross Orion*, BUT (Sk. M. Clark), 2,178 k, WS, 25 days.  
£41,273: *St. Gerontius*, Hamling (Sk. D. Platten), 1,831 k, I, 21 days.  
£40,205: *Ross Resolution*, BUT (Sk. J. Tripp), 1,848 k, I, 20 days.  
£35,370: *Somerset Maugham*, Newington (Sk. E. Woodbridge), 1,709 k, BI, 21 days.  
£35,054: *Lord Nelson*, BUT (Sk. A. Atkinson), 1,183 k, WS, 23 days.  
£12,190: *Arctic Rebel*, Boyd (Sk. C. Walker), 703 k, W, 15 days.

#### Seiners

£5,531: *Rosenborg*, Boston (Sk. V. Dam), 206 k, 14 days.  
£5,083: *Lindenberg*, Boston (Sk. H. Winkel), 201 k, 15 days.  
£4,386: *Visborg*, Boston (Sk. V. Jensen), 181 k, 11 days.  
£4,102: *Christiansborg*, Boston (Sk. E. Dam), 160 k, 13 days.

#### FLEETWOOD

£38,013: *Boston Beverley*, Boston (Sk. H. McMillan), 207 k, I, 22 days.  
£37,904: *Gavina*, Marr (Sk. G. Scott), 1,621 k, I, 20 days.  
£29,198: *Iruana*, Marr (Sk. A. Wignall), 1,335 k, I, 19 days.  
£27,219: *Robert Hewett*, Hewett (Sk. D. McLoughlin), 1,243 k, I, 17 days.

#### Home water

£15,352: *Wyre Conqueror*, Wyre (Sk. J. Newsham), 801 k, 10 days.  
£12,473: *Norena*, Marr (Sk. F. Wilson), 733 k, 14 days.  
£12,305: *Wyre Vanguard*, Wyre (Sk. B. Hargreaves), 682 k, 10 days.  
£5,572: *Boston Sea Hawk*, Bloomfield, 290 k, 14 days.  
£5,505: *Royalist*, Hewett (Sk. K. Beavers), 290 k, 17 days.  
£4,364: *Mount Melleray*, Wyre (Sk. B. Andrews), 366 k, 14 days.

#### Near water

£3,190: *Niels John*, Hewett, 125 k, 10 days.  
£2,814: *Southards*, Hewett, 15 k, 10 days.  
£2,744: *Fair Isle*, Ward, 98 k, 12 days.

£1,200/£1,700: codling, £1,800/£3; shell haddock, £2,800/£3,10; medium, £2,400/£2,800; small, £1,600/£2; large plaice, £5/£5.70; medium, £5/£5.70; best small, £3,500/£4,000; saithe, £1,100/£1,800; skinned dogfish, £5.00; redfish, £1,100/£1,400; lemon sole, £5/£5.50 per stone.

#### HULL

4,289 kits from two distant water vessels. Prices range from £10 stone kit, heads on: shell cod, £23.50/£32.50; shell codling, £23.50/£26.25; coley, £10.25/£13.85; bergylite, £11.50/£16.

#### FLEETWOOD

Prices: English shell cod, £25/£33; bulk, £21/£28; sprags, £18.50/£21; plaice, £20/£25; chate, £12/£19; ling, £15/£15.50; large haddock, £23/£28; medium, £22/£27; lemon sole, £22/£28; dabs, £17; hake, £3.20/£5; coley, £10.50/£14.50; dogfish, £7/£12.50; monkfish, £22.50/£24; roker, £7/£13.50; whitling, £12/£15.50.

#### NORTH SHIELDS

Prices: cod, £21.90; sprags, £21.20; medium codling, £18.50; selected small codling, £18.50; small ling, £15; large ling, £30; rockfish, £16/£40 per 10st. kit.

#### ABERDEEN

£19,890: *Ben Bhackie*, Irvin (Sk. W. Fry), 1,350 k, BI, 23 days.  
£15,501: *Ross Mallard*, BUT (Sk. J. Barclay), 938 k, S, 11 days.  
£14,071: *Admiral Nelson*, Wood Group (Sk. R. Birie), 798 k, F, 15 days.  
£12,357: *Ben Wyvis*, Irvin (Sk. A. Campbell), 793 k, F, 13 days.  
£12,008: *Starwood*, Wood Group (Sk. J. Hird), 753 k, F, 12 days.  
£11,951: *Clarkwood*, Wood Group (Sk. S. Thomson), 788 k, F, 14 days.

#### LOWESTOFT

£11,250: *Boston Sea Knight*, Boston (Sk. A. Lincoln), 465 k, NS, 10 days.  
£11,171: *Boston Shackleton*, Boston (Sk. A. Jenner), 400 k, NS, 13 days.  
£9,001: *St. Rose*, East Coast (Sk. J. Kelly), 341 k, NS, 11 days.  
£8,026: *Boston Sea Fury*, Boston (Sk. V. Crisp), 313 k, NS, 11 days.  
£7,836: *Boston Sea King*, Boston (Sk. P. Mean), 339 k, NS, 9 days.  
£7,632: *St. Nicola*, East Coast (Sk. J. Harper), 292 k, NS, 11 days.

#### GRANTON

£16,362: *Arctic Challenger*, Liston (Sk. K. Grubb), 957 k, WC, 10 days.  
£14,913: *Arctic Reiver*, Liston (Sk. A. Wanless), 1,144 k, F, 15 days.  
£14,592: *Arctic Explorer*, Liston (Sk. J. Banyard), 851 k, WC, 9 days.

#### NORTH SHIELDS

£13,715: *Ben Edra*, Irvin (Sk. R. J. Palmer), 82,560 k, NS, 12 days.  
£11,512: *Ben Chourn*, Irvin (Sk. P. Allan), 38,102 k, F, 17 days.  
£7,291: *Hishop Burton*, Newington (Sk. T. Fairley), 22,440 k, NS, 5 days.  
£6,959: *Ben Glas*, Irvin (Sk. R. S. Shearer), 20,587 k, NS, 10 days.  
£4,800: *Scarlet Cord III*, Irvin (Sk. G. Buchanan), 12,319 k.  
£2,900: *Star of Hope*, AF (Sk. P. Jarron), 7,255 k, NS, 4 days.  
£2,630: *Conduan*, Irvin (Sk. A. Morse), 6,390 k.  
£2,520: *Border Star*, Irvin (Sk. R. Crawford), 7,495 k.

#### MILFORD HAVEN

£4,040: *Bryher*, Norrard (Sk. A. James), 201 k, 13 days.  
£3,770: *Norrard Star*, Norrard (Sk. J. Manson), 157 k, 12 days.  
£3,400: *Georgina Wilson*, Jones (Sk. T. Smith), 157 k, 13 days.  
£3,169: *Rosevear*, Norrard (Sk. A. Simpson), 128 k, 8 days.  
£1,988: *Picton Sealion</*



